

B. F. TAYLOR,
Stevors,

Lighters and Steam Launches
Supplied.

LILOO, PHILIPPINE ISLANDS.

The Hongkong Telegraph

ESTABLISHED 1881.

NEW SERIES No. 1822. 日十二月三日七十二緒光

WEDNESDAY, MAY 8, 1901.

三拜禮

號八月五英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Ven 24,000,000
CAPITAL PAID UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,310,000

Head Office—YOKOHAMA.

Branches and Agencies—
TOKIO KOBE
NAGASAKI LONDON
LYONS NEW YORK
SAN FRANCISCO, HONOLULU
BOMBAY SHANGHAI
TIENTSIEN NEWCAIWANG
LONDON BANKERS—
THE LONDON JOINT STOCK BANK, LTD.
FARNSWELL, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" " " 4 "
" " 3 " 3 "
TARO HODSUMI,
Manager.

Hongkong, 17th April, 1901. [11]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £ 343,374

HEAD OFFICE—HONGKONG.

A Board of Directors—
Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tong Shing, Esq. | J. T. Lauts, Esq.
Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 2nd December, 1898. [18]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID UP CAPITAL \$10,000,000
RESERVE FUND—
String Reserve \$10,000,000
Silver Reserve \$ 3,000,000
RESERVE LIABILITIES OF PROPRIETORS \$10,000,000

COUNCIL OF DIRECTORS:
R. SLEWAN, Esq., Chairman.
The Hon. J. J. KESWICK, Deputy Chairman.
A. Haupt, Esq.

D. M. M. JONES, Esq. | N. A. Siebs, Esq.
A. J. Raymond, Esq. | H. W. Slade, Esq.
R. L. Richardson, Esq. | H. E. Tomlins, Esq.
H. Schubart, Esq. | Paul Witkowski, Esq.

CHIEF MANAGER—
Hongkong—Sir THOMAS JACKSON.
MANAGER—
Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.

T. JACKSON,
Chief Manager.

Hongkong, 29th April, 1901. [19]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be obtained
on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of 10 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies—
CANTON PEKING
CHEFOO PENANG
CHINKIANG SINGAPORE
CHUNKING TIENSIN
HANKOW.

The Bank purchases and receives for collection
bills of Exchange drawn on the above
places, and sells Drafts and Telegraphic Transfers
payable at its Branches and Agencies.

HONGKONG BRANCH—
Advances made on approved securities,
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3 1/2 per cent. per annum Fixed Deposits for 3 months

4 1/2 " 6 " 12 "

5 1/2 " 8 " 12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £25,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 " 2 "

T. P. COCHRANE,
p. Manager.

Hongkong, 16th October, 1900. [15]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

£5.00 per Cask of 375 lbs. Net ex Factory.

£3.00 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 12th December, 1900. [19]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

[10]

FOR STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI Bengal	S. Barcham	About 10th May	Freight or Passage.
MARSEILLES } and LONDON }	Ballaarat ... C. T. Denny, R.N.R.	... Noon, 11th May	Freight or Passage.
MARSEILLE } and LONDON }	Canton C. F. Lockstone, R.N.R.	About 18th May	Freight or Passage.

(See Special Advertisement).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 6th May, 1901. [15]

IMPERIAL GERMAN MAIL LINE.

NOEDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

PRINZ HEINRICH WEDNESDAY, 15th May.

PREUSSEN WEDNESDAY, 29th May.

HAMBURG, Hamburg-Amerika Line THURSDAY, 13th June.

SACHSEN THURSDAY, 27th June.

KIAUTSCHOU, Hamburg-Amerika Line THURSDAY, 11th July.

BAVARIA THURSDAY, 25th July.

STUTTGART THURSDAY, 8th August.

KONIG ALBERT THURSDAY, 22nd August.

PRINZESS IRENE THURSDAY, 29th September.

PREUSSEN WEDNESDAY, 2nd October.

HAMBURG, Hamburg-Amerika Line WEDNESDAY, 16th October.

SACHSEN WEDNESDAY, 30th October.

KIAUTSCHOU, Hamburg-Amerika Line WEDNESDAY, 13th November.

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SAILING. DATES.

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KIAUTSCHOU, Hamburg-Amerika Line WEDNESDAY, 13th November.

BAVARIA WEDNESDAY, 27th November.

Telephone No. 75.

HONGKONG HOTEL.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 1st May, 1901. [22]

Military Band during dinner on Saturday Nights.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [x6]

EL CAPITAN PILSENER BEER.

PER CASE OF 4 DOZ. QUARTS - - - - \$13

6 DOZ. PINTS - - - - \$13

SOLE AGENTS:

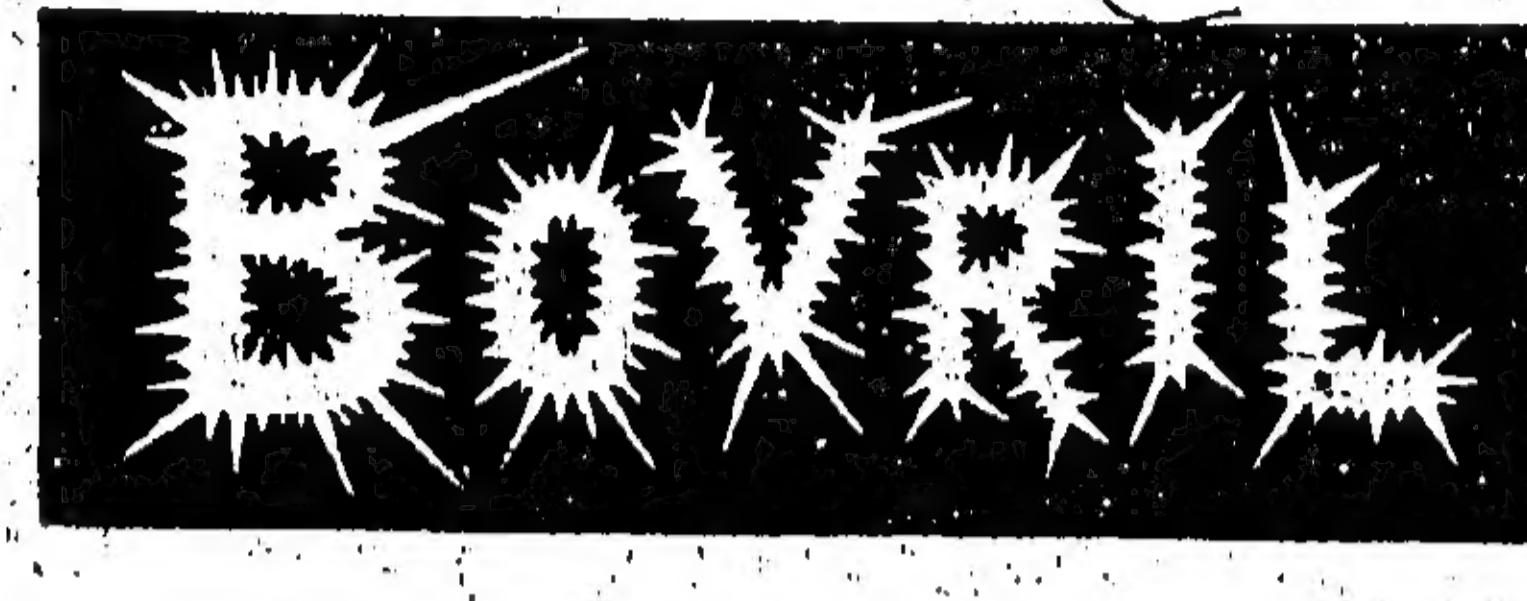
H. PRICE & Co.,

12, QUEEN'S ROAD.

Hongkong, 2nd May, 1901. [20]

Intimations.

Bovril Promotes Energy and takes away
that tired feeling which life in the East pro-
duces. Unrivalled for Athletes and persons
of either sex cultivating physical strength.
To be obtained at all Stores, Chemists and
Hotels throughout Hongkong, China and
Japan. [287c]



BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

THE HONGKONG TELEGRAPH. WEDNESDAY, MAY 8, 1901.

TO-DAY'S ADVERTISEMENTS.

THE OSAKA SHOSEN KAISHA,
LIMITED.
FOR FOOCHOW VIA SWATOW AND
AMOY.
THE COMPANY'S STEAMSHIP
"ANPING MARU."
Captain S. Atsumi will be despatched for the above Port on WEDNESDAY, the 2nd instant, at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 8th May, 1901.

SHANGHAI RACES—SPRING MEETING.

SHANGHAI, May 7th.

SUBSCRIPTION PLATE (Walers).

Mr. Twooyees' Silver Spur	1
Mr. Black's Advance	1
Mr. Vaney's Rani	1
CRITERION STAKES (China Ponies).	1

Mr. Duplex's The Dealer	1
Mr. John Potts' Set	1
Mr. G. II. Potts' Desert King	1
Time, 2.4 1/5.	1

GRIFFINS' PLATE (China Ponies)	1
Mr. Kanuck's Porcelain	1
Mr. Toog's Conon	1
Messrs. Elphinstone and Macpherson's Black Pearl	1

CATHAY CUP (China Ponies)	1
Mr. Robson's Loyalty	1
Mr. Toog's Rio Grande	1
Mr. Ring's Amphon	1

TIME, 3.10 3/5.	1
JOCKEY CUP (China Ponies)	1
Mr. Everard's Hopeless	1
Mr. Ganwell's Umpire	1
Mr. Ruby's Briefless	1

Time, 2.4 1/5.	1
HART LEGACY CUP (China Ponies)	1
Mr. G. II. Potts' Mortuaries	1
Messrs. Oswald & Hunter's Royston	1
Mr. Crawford's Esperance	1

Time, 57 2/5.	1
KIANGSU PLATE (China Ponies)	1
Mr. Roduchs' Chessy	1
Mr. Kanuck's Ichimura (Ichi Igel)	1
Mr. J. M. D.'s Touch-me-not	1

Time, 3.49.	1
The above results are published with the kind permission of the Hongkong Jockey Club.	1
WEATHER REPORT.	1

The Observatory report says—	1
On the 8th, at 12.15 p.m., the barometer has risen slightly on the E. coast of China, and remains steady on the S. coast. Pressure is relatively low over the S. and S.E. coasts of China, with unsettled weather on the China coast generally. Forecast—Variable winds, moderate; squally; thunder storms.	1
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THE HONGKONG TELEGRAPH, WEDNESDAY, MAY 8, 1901.

the chequered buoy at the N.W. corner of the men-of-war anchorage was well outside the buoys. Between Blackhead's and Kowloon Point I altered the course to about West. I was on the Kowloon side of the channel. I was steering for the *Empress of China*, then at her buoy. The scammers at anchor were heading about E. S. E. to the flood tide, I passed about 300 yards off Kowloon Point. When passing the point I had the ensign, the house flag, and the blue pennant flying. I was going to Butterfield & Swire's north westernmost buoy. I intended to pass the *Empress* on my port hand and follow up the line of buoys until I got opposite mine. I was flying the blue pennant because I thought it was right I should do so. I considered myself to be going through the northern fairway. I was aware that the bearing of the S. boundary of the fairway as given in the Regulations didn't fit in with the chart. I considered the bearing 57° to be the correct one. I thought it was a mistake in the figures. I have been navigating in and out of Hongkong Harbour about fourteen years.

(Case proceeding.)

THE PLAGUE.

Number of cases reported (Chinese)	337
up till noon of the 7th (Other Asiatics)	3
May, 1901 (Europeans)	2
Number of cases reported (Chinese)	14
during the past 24 hours (Other Asiatics)	0
Total number of cases reported to date	357
Number of deaths reported (Chinese)	322
up till noon of the 7th (Other Asiatics)	1
May, 1901 (Europeans)	1
Number of deaths reported (Chinese)	9
during the past 24 hours (Other Asiatics)	1
Total number of deaths recorded to date	334

THE CRISIS IN THE NORTH.

SHANGHAI.

A Natural Indignation.

SHANGHAI, May 2nd.
It is stated by the Tientsin native newspapers that the Empress' anger was exceedingly indignat and wrath upon receipt of the news of the burning of her Winter Apartments. It is further stated that the unfortunate conflagration will afford her a further reason to refuse returning to Peking.

Li Hung-chang Feels Safe.

A Peking dispatch states that Li Hung-chang has bought a large house in Peking for the reception of his family who have been sent from Ho-fu, Anhui, the ancestral home of the Li clan.

Yang Ju to Remain.

The *Sifao* learns that upon receipt recently of the news of the illness of Yang Ju, Chinese Minister to St. Petersburg, the Hsian Government under advice of Li Hung-chang offered to send Kuei-Chun (Manchu), Vice-President of one of the Six Boards, to take Yang Ju's place. The matter was therefore broached to M. de Giers who, however, is said to have replied that there was no necessity for the change. Apparently Yang Ju is a persona grata with the Russian Government.

A Second Kang Yu.

A telegram from a high official at Hsian to friends in Shanghai complains bitterly of the haughtiness and curt manners of Lu Ch'u-an-lin vis-a-vis his colleagues in the Grand Council. Lu Ch'u-an-lin takes no pains to hide his resentment against any one holding opposite views to himself, even in the Empress Dowager's presence, who usually pretends not to notice Lu's breaches of etiquette. Kang Yu acted in this way just before the outbreak of his protégés the Boxers, and there is some apprehension amongst the more far-sighted that, perhaps, this conduct of Lu Ch'u-an-lin may be the forerunner of something similar in the not distant future.—*N. C. Daily News*.

TIENTSIN.

Affairs in the North.

(From Our Own Correspondent.)

TIENTSIN, April 28th.
All is quiet here at present, weather hot and fine, and the community gradually settling down to regard their existence as life in a garrison town, but however, a garrison of many nationalities.

To the business man, however, the presence of the military, charming as the fair sex find the be-medalled hero of frontier warfare, is not altogether agreeable. All wish this weary busyness was finished somehow, but also the future seems as obscure as ever. Tientsin is changing rapidly, my has changed; it has lost something of its old individuality, society in which commerce reigned King, now yields the first place to the Son of Mars. We are in a stage of development, I trust for the better.

Our streets are crowded with strangers, of all classes, and many not the most desirable, who are here to seek their fortunes in what they must deem to be the Klondike of China. New enterprises, new concessions, are springing up on every side.

Now the Germans have extended their concession a considerable distance westward along the Kao-Course Road—Tientsin's boulevard—almost to the Coarse.

Business is slowly looking up, the majority of the Cantonese have returned, and the buying and selling of land in the Native City goes on apace, cargo is slowly coming in from the interior and imports are looking up again, but not till the military are gone, and the Emperor returns to Peking can we expect to see the old but accelerated Tientsin again. If these two most desirable but, alas, improbable events happen, then everyone says "look out for the boom." Now Chinese more trust foreign man than the broken say—"foreign pigeon more easy."

The Japanese are improving their concession rapidly, a fine carriage road, the continuation of the French Bund gives one a splendid road to the Tu-Tung Yamen, the Seat of the Provisional Government—The French are making some fine new roads in their concession and also are not forgetting to have them tree bordered as in La Belle France.

We were much shocked to hear of poor Major Brownings (4th P. T.) death—near Shan-hai-kuan last Sunday, shot by brigands, or Ma-Tsies, as they are called. These roving bands are a great source of danger and annoyance, and seem impossible to put down, as they are here and everywhere and nowhere when searched for; with friends in every village desperado, they are veritable guerrilla bands of hardy reckless men.

It is apparently settled that the German troops will go into summer camp at Peitao; already officers have selected the company grounds. Other nationalities will follow suit. Of the entwined summer homes at Peitao of Tientsin's upper tier, not one nail or sufficient

woodwork to build a boy's toy boat remains, only blackened and scorched walls, the monument of a grateful Chinese (sic) pauper, who had gained considerable benefit by the foreign community in his midst.

The Germans the other day dug up a piano and some furniture which had been buried, and this week the English made a much richer haul in the vicinity when from information supplied by an impudent native 19 fine modern Krupp guns were discovered beneath the ground.

Tientsin has been doing very well in the amusement line lately. Nearly every day in the Park from 4 to 6 the very fine band of the 6th German Infantry gives us a fine concert; last week they also gave a series of magnificent concerto in the Gordon Hall. We have also had a fine amateur variety entertainment, and this week the Taylor-Carrington Company paid to houses attended at all performances with residents and the officers of many nationalities; the foreign officers always come in large numbers to our entertainments and we hope understand them, though they seem undoubtably to enjoy themselves.

Tientsin is in full swing, and cricket just coming on; the Royal Horse Artillery B battery held the first portion of their sports on the recreation ground the other day, and excellent they were, the sack and three-legged races, and the events open for the native followers provoking much amusement. The men of B battery are a magnificent set of men, at the Tug of War they have challenged North China. A packed squad of Royal Marine Artillerymen came up from Taku fort to meet the challenge, but though they 'heaved' and 'heaved' till their eyes nearly started from their sockets, the muscle and brain of B battery was too much for them.

Our French neighbours maintain the 'entente cordiale' and I am happy to say, the settlements are spared any recurrence of the late disgraceful rowdyism. The Welsh Fusiliers here are a splendidly behaved set of men, and seem very efficient at their duties and thoroughly smart, and well set up. The large military tournament at Peking was a great success, many foreign officers attending and kindly lending their bands, the French band the last day playing *God save the King* at the conclusion. The Welsh Fusiliers won the most marks for the bayonet exercise competition, the Baluchis the physical drill, the exhibitions in each case being a marvel of skill, training, and precision. The racing day, the German Artillery officers were the most successful in the steeples—a French officer said to me—"look at the splendid horses they had, which with their liberal field allowances here they can well afford to pay for."

The galloping of B battery R.H.A., a section of which went up to compete, was much admired—the foreign critics said it was dangerous! however Field Marshal Waldersee was so pleased, it had to be repeated before him and his staff.

After the fatal burning of the Winter Palace, and the sad death of General Schwarzhof, Tientsin was fairly buzzing with rumours.

The Chinese 80,000 strong were advancing on Punting, fifteen thousand French and German troops had been hastily pushed forward, in equal numbers, we heard of mines, engagements, outposts cut off, train loads of wounded returning to Peking and so forth, but in reality beyond an affair of outposts here and there, and some inevitable but none the less sad casualties, General Mah and his brave men speedily retreated to their sphere of influence outside the confines of Chih beyond the wall.

The latest report to-day is that the Germans, catching the rear guard of Mah & Co., cut them up pretty badly, and the Chinese who escaped are running still.

There are rumours of possible advance into the interior, that bogey, which perpetually crops up, when there is no other burden to spread.

It seems Field Marshal Waldersee is doing his utmost to force the Emperor to return but the Emperor's real intentions, or rather his capabilities of carrying them out, are a sealed mystery—I am afraid if we consider the whole question of forcing the Emperor to return, he holds the trump card, as the allies have neither the troops or transports to penetrate so far into the interior. A possibility of rebellion against the Dynasty may force the Emperor to return to his ancestral halls, certainly pressure of some sort from the real powers behind the throne is necessary to being about this desirable event.

The natives hold these *ma tsai* in deadly terror, and as the *taifus* usually act in collusion with the village bad characters, it is extremely difficult to secure native co-operation in pursuing them; the necessary preliminary seems to be to infuse a greater fear than that which the bands inspire.

Since the above event the Shan-hai-kwan force has had an additional excitement in the form of pirates. The latter were pursued in their junks by U.S.S. *Petrel*, and coming into the shallows they landed in sampans and took to their shells; news was at once flashed to Shih-hai-kwan, and cavalry was sent out; with what success we have not yet heard.

The following days.

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Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	KOBE and YOKOHAMA	FRIDAY, 10th May, at Daylight.
G. Anderson	VICTORIA, B.C. and SEATTLE	SATURDAY, 11th May, at 4 P.M.
KINSHU MARU*	U.S.A., VIASHANGHAI, KOBE, MOJI and YOKOHAMA	FRIDAY, 17th May, at Daylight.
F. J. Horton	MARSEILLE, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 21st May, at Noon.
AWA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 24th May, at Daylight.
N. Trent	WAKASA MARU	FRIDAY, 24th May, at Noon.
MIKE MARU	KOBE and YOKOHAMA	FRIDAY, 24th May, at Noon.
J. B. MacMillan	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at Noon.
ROSETTA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.
S. Yoshizawa
KASUGA MARU

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

Manager,

Hongkong, 6th May, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.



PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Sea, Yokohama and Honolulu)

Thursday, 16th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Tuesday, 11th June, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Thursday, 4th July, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th May, at Noon, taking Passengers and Cargo for the above Ports.

All Cargo for Marseilles and London, will be conveyed direct without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

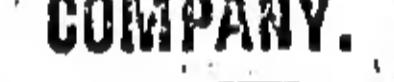
H. A. RITCHIE,

Superintendent.

Hongkong, 2nd May, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.



VIA SHANGHAI, INLAND SEA OF JAPAN, KUBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. Proposed Sailings.

Tacoma 2,811 A. Dixon May 17

Victoria 3,502 J. Pantin May 28

Bracmar 3,601 W. Watt June 7

Glenogle 3,750 W. Frakes June 28

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table.

DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK, in 4 days.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLODNYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DVEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 23rd April, 1901.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS,

SOLE AGENTS FOR

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

NOTICE

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

ADOLPH OBERG, American ship, Amesbury—Standard Oil Co.

SEA WITCH, American ship, Hoyes—Master

HATTIE C. SMITH, American schooner, Riley—Master

CLAYFIELD, British, Mr. T. Barker—Doddell & Co., &c., &c.

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Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA" SATURDAY, 25th May, at Noon.

"DORIC" SATURDAY, 1st June, at Noon.

"PERU" TUESDAY, 8th June, at Noon.

"COPTIO" THURSDAY, 27th June, at Noon.

"CITY OF PEKING" SATURDAY, 13th July, at Noon.

"GAELIC" TUESDAY, 23rd July, at Noon.

Via

HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities of the United States or Canada. Rates may

be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland, Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination; the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Members of the Naval and Military Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only), are

confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passages.—Passengers who do not hold round-trip tickets but who have paid full

first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' Office and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

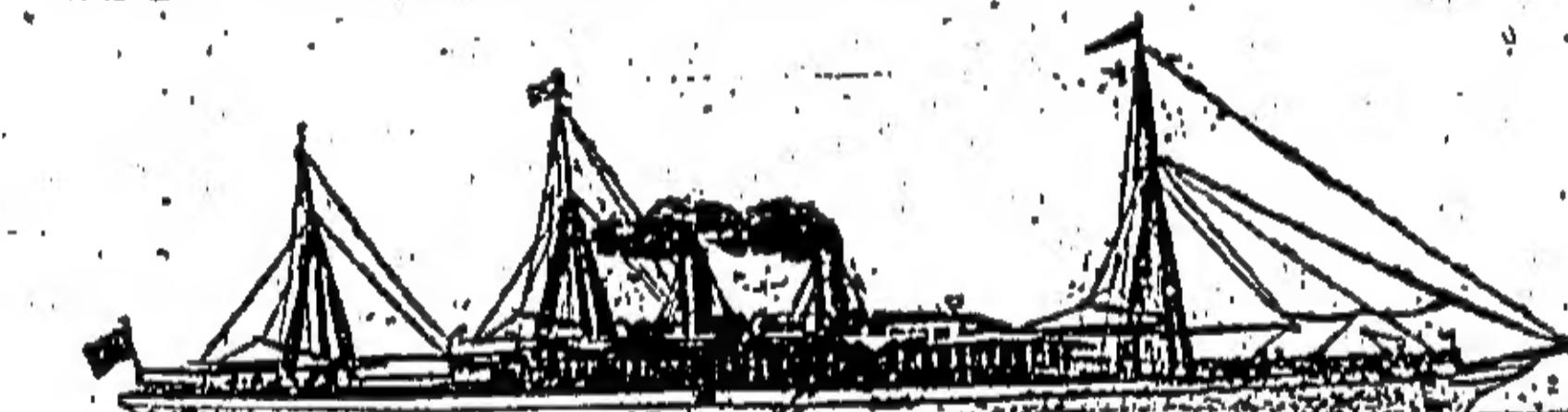
For further Information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Shipping Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	9th instant.
MANILA	"SUNGKIANG"*	9th instant.
KOBE and YOKOHAMA	"CHANGSEA"*	14th instant.
AMOY and SHANGHAI	"WOOSUNG"	15th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 7th May, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MACHAOON" "ACHILLES" "PROMETHEUS"	11th May, 14th May, 28th May.
"	"	

HOMEWARDS.

FOR	STEAMERS	TO SAIL

The Share Market.

LATEST QUOTATIONS.

(May 8th).

Companies.	Paid up Capital.	Latest quotation.
Hongkong & Shanghai Banking Corporation.	\$125	300% buyers
The Bank of China & Japan, Limited. (Preference).	£ 5	Nominal
The Bank of China & Japan, Limited. (Ordinary).	£ 4	£ 1
The Bank of China & Japan, Limited. (Deferred).	£ 1	55% buyers
National Bank of China, Ltd.	£ 4	57 buyers
Do. Founders Marine Insurances.	£ 1	51 sellers
Union Ins. Society of Canton, Ltd.	£ 50	530 buyers
China Traders' Ins. Co., Ltd.	£ 25	568 sales and
North China Ins. Co., Ltd.	£ 25	Tls. 182
Yangtze Ins. Assoc. Ltd.	£ 60	512 ex div.
Canton Ins. Office, Ltd.	£ 50	517
Straits Ins. Co., Ltd.	£ 20	£ 1
Hongkong Fire Ins., Co., Ltd.	£ 50	560 buyers
China Fire Ins. Co., Ltd.	£ 20	587 buyers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.	£ 15	535 sales
Indo-China Steam Navigation Co., Ltd.	£ 10	5137 sales
Chian & Manilla S.S. Co., Ltd.	£ 50	567 sales
Douglas Steamship Co., Ltd.	£ 50	554
China Mutual S. N. Co., Ltd.—(Pref.)	£ 10	512 buyers
China Mutual S. N. Co., Ltd.—(Owary).	£ 5	47 buyers
China Mutual S. N. Co., Ltd.—(Owary).	£ 10	524 buyers
Star Ferry Co., Ltd.	£ 25	591 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	53 sellers
Refineries.		
China Sugar Refining Co., Ltd.	£ 100	5135
Luzon Sugar Refining Co., Ltd.	£ 100	539 sellers
Mining.		
Punjum Mining Co., Ltd.	£ 8	561
Punjum Mining Preference Shares.	£ 1	5120 sales
Société Française des Charbonnages du Tonkin.	£ 100	5120 sellers
Queens Mines, Ltd.	25 cts.	8 cent. sellers
Jebele Mining and Trading Co., Ltd.	£ 5	550 buyers
Raub Alian Gold Mining Co., Ltd.	175. rod.	50 sellers
Oliver Freshold Mines, Ltd. A.	£ 5	524
Olivers Freshold Mines, Ltd. B.	£ 5	518 buyers
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	£ 50	305
Hongkong and Kowloon Wharf & Godown Co., Ltd.	£ 50	5101 sellers
Wanchai Warehouse & Storage Co., Ltd.	£ 100	5178 sales
New Amoy Dock Co., Ltd.	£ 100	6522 buyers
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	£ 100	5915 buyers
Hongkong Land Investment & Agency Co., Ltd.	£ 30	530
Kowloon Land and Building Co., Ltd.	£ 50	553 buyers
West Point Building Co., Ltd.	£ 50	528 buyers
H'kong Hotel Co., Ltd.	£ 50	580 sellers
Oriente Hotel Co., Ltd.	£ 10	5138 sales
Humphrey's Estate & Finance Co., Ltd.	£ 100	571
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	£ 100	571
Two Cotton Spinning & Co., Ltd.	£ 100	5100
International Cotton Mfg. Co., Ltd.	£ 100	Tls. 47
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	£ 100	Tls. 45
Soyee Cotton Spinning Co., Ltd.	£ 100	555
Vahilong Cotton Spinning Co., Ltd.	£ 100	5125
Ginger Companies.		
Alhambra, Limited.	500	500% p. buyers
La Comercial, I.	500	500% p. buyers
Hensians Limited.	500	par buyers
La Favorita.	500	100% p. buyers
Miscellaneous.		
Green Island Cement Co., Ltd.	£ 10	519 buyers
China-Borneo Co., Ltd.	£ 15	564 buyers
A. S. Watson & Co., Limited.	£ 10	517 sales
Watkins, Limited.	£ 10	500 sellers
Hongkong Electric Co., Ltd.	£ 10	512 buyers
Hongkong and China Gas Co., Ltd.	£ 10	512 buyers
Hongkong Rope Manufacturing Co., Ltd.	£ 10	512 buyers
Gen. Fenwick & Co., Ltd.	£ 10	512 buyers
H'kong Ice Co., Ltd.	£ 100	5225 buyers
H'kong High Level Tramway Co., Ltd.	£ 6	57 buyers
Dairy Farm Co., Ltd.	£ 50	550 sales
Hongkong and China Bakery Co., Ltd.	£ 10	520
Campbell Moore and Co., Ltd.	£ 10	514 buyers
Bell's Asbestos Eastern Agency Co., Ltd.	£ 1	581 sales
United Asbestos Oriental Agency Co., Ltd.	£ 4	514 sales
Carmichael & Co., Ltd.	£ 10	520
Tehran Planting Co., Ltd.	£ 5	53 sellers
Universal Trading Co., Ltd.	£ 10	512 buyers
H.K. Steam Water-boat Co., Ltd.	£ 20	520 sales
China Light & Power Co., Ltd.	£ 5	57
Robinion Piano Co., Ltd.	£ 20	520
BENJAMIN, KELLY & POTTS, Share Brokers.	£ 50	550

VISITORS AT THE HONGKONG HOTEL.

Andrew, Mr. S. A.	Kalsch, Mr. E. A.	CHINA, German steamer, 1,113, F. Voss, 6th May.—Newchwang 28th April, and Chefoo 30th; General—E. A. Trading Co.
Angus, Mrs.	Kenneth, Mr.	CLAVENDON, British steamer, 2,085, Parker, 6th May.—New York 6th Mar., Case Oil—Order.
Atkinson, Mrs. & Miss	Klene, Mr. and Mrs. F.	CLAVERNING, British steamer, 2,255, J. Barker, 30th Mar.—from Port Natal, Ballast.—Doddwell & Co., Ltd.
Aud, Mr. J. S.	King, Maj. H. S., R.E.	EMMA, LUYKEN, German steamer, 1,776, Schall, 4th May.—Saigon 30th April, General—E. A. Trading Co.
B. 'ey, Mr. W. S.	Kirkwood, Mr. J.	EMPRESS OF JAPAN, British steamer, 5,004, H. Pybus, R.N.R., 7th May.—Vancouver, B.C. 15th April, and Shanghai 4th May, Mails and General—C. P. R. Co.
Bell, Mr. and Mrs. O.	Lepava, Mr. F. N.	ESMERALDA, British str., 966 G. T. Blaxland, 7th May.—Manila 4th May, General—Shewan, Tomes & Co.
M. D.	Littledale, R.E., Major	FARNHAM, sloop, 1,130 tons, 8 guns, 2,000 i.h.p., Com. C. Wintringham-Ingram, Shanghai.
Berling, Mr. F. J. G.	R. P.	Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 5,600 h.p., Capt. Tillard, Shanghai.
Bertram, Mr. C.	Long, Mr. D. M.	Endymion, 1st-class battleship, 10,000 tons, 14 guns, 9,000 h.p.; Capt. J. R. Jellicoe, R.N., Hongkong.
Black, Mr. D. F.	Lowry, Mr. J. S.	Daphne, sloop, 1,130 tons, 8 guns, 2,000 i.h.p., Com. C. Wintringham-Ingram, Shanghai.
Bradforth, R.N., Lt. & Mrs.	Lowrie, Mr. and Mrs.	Erak, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chin-kiang.
Mrs.	Macdonald, Dr. J.	Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 3,600 i.h.p., in reserve.
Brooks, Major & Mrs.	McAulay, Mr. S. C.	Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Capt. G. A. Callaghan, C.N.
J. C.	Maurice, Mr. F.	GUTHRIE, British steamer, 2,338, W. G. McArthur, 6th May.—Kobe 30th April, General—Gibb, Livingston & Co.
Brough, Mr. and Mrs.	McCaughan, Mr.	HANGHOU, British steamer, 999, J. Pearce, 21st Mar.—Shanghai 18th Mar., General—Shaw, Tomes & Co.
Bruce, Capt. and Mrs.	McLellan, Mrs. and infant	Horatio, 1st-class battleship, 14,850 tons, 16 guns, 13,500 h.p., Capt. F. S. Inglesfield, Hongkong.
Buddleia, Mr. & Mrs.	Mendell, Mr. and Mrs.	Goliath, 1st-class battleship, 12,000 tons, 16 guns, 13,500 h.p., Capt. L. Wint, en route Shanghai.
Burrie, Mr. C. M.	G. D.	Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.
Cameron, Mr. D. F.	Millan, Mr. J. C.	Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy.
Clark, Dr. & Mrs. F.	Mills, Col. S. C.	Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Hongkong.
Clark, Mr. W. J.	Mudge, Mr. Geo.	Humber, ship, 1,690 tons, 800 i.h.p., Com. H. J. Davison, Shanghai.
Davies, Mrs. W. & child	Nartos, Mr. K.	Iota, 2nd-class cruiser, 5,650 tons, 11 guns, 9,000 i.h.p., Capt. Charles Windham, Wei-hai-wei.
Denecke, Mr. P. C.	Nisby, Mrs. and Mrs.	Janus, twin screw, torpedo-boat destroyer, in reserve.
Derrick, Mr. E. H.	Ort, Mr. R.	Linnet, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounds, 870 i.h.p., Commander W. Wilson, 26th April.—Manila 23rd April.
Dick, Mr. J.	Parfitt, Mr. W.	MEADE, American transport, 5,546, G. W. Wilson, 26th April.—Manila 23rd April.
Dorehill, R.A., Major	Phipps, Mrs. and 3 children	MENGER, German steamer, 3,600, R. Hunger, 7th May.—Singapore 1st May, General—Siemssen & Co.
Dormund, Mr.	Price, Mr. C. J.	MICHIKI MARU, Japanese steamer, 6,159, W. E. Filmer, 7th May.—San Francisco 9th April, from Honolulu 16th, Yokohama 20th, Kobe 30th, Nagasaki 2nd May, and Shanghai 4th, Mails and General—J. S. Van Buren.
Duff, Mr. W. S.	Reich, Mr. A. H.	MINERVA, British steamer, 1,713, A. H. Wilson, 7th May.—Mitsui 28th April, General—F. Ferguson, J. C.
Dyson, Capt. P. S.	Robertson, Mr. V.	MICHAEL JERSEN, German steamer, 710, J. Jessen, 6th May.—Haiphong 2nd May, and Hoiohien 3rd, General—J. Jessen & Co.
Elmore, Mr. F.	Rocher, Mr. E.	MUREX, British steamer, 2,329, Halliday, 19th April.—Moj 13th April, Coal.—Arnold, Karberg & Co.
Emmanuel, Mr.	Schonz, Mr. C.	NANCHANG, British steamer, 2,389, F. Hoton, 2nd May.—Moj 28th April, General—Nippon Yusen Kaisha.
Ferguson, Mr. J. C.	Stevens, Mr. H. Goyne	NEARSHAW, British steamer, 862, C. Fuchs, 6th May.—Bangkok 29th April, General—Butterfield & Swire.
Fitch, Mr. A.	Stewart, Mr. E. H.	NEW YORK, American transport, 785, J. W. Servine, 25th Mar.—Suez 20th April, Coal.—T. S. Hart.
Gibbs, R. N., Mr. A.	Stitt, Mr. W.	PARROT, British steamer, 1,140, H. S. Wilson, 26th April.—Manila 23rd April.
Gibson, Mr. and Mrs.	Taylor, Mr. D. G.	PETRIANA, British steamer, 1,140, G. W. Wilson, 26th April.—Manila 23rd April.
Grimm, Mr. J.	Thurston, Mr. C.	PIERRE NANG, German steamer, 1,200, A. S. Calder, and Bay 26th April, Coal.—Butterfield & Swire.
Grant, Mr. John	Thurston, Mr. W. W.	POMPEY, American steamer, 785, J. W. Servine, 25th Mar.—Suez 20th April, Coal.
Gough, Mr. G. H.	Tibbey, Mr. H. M.	PRYRRUS, British steamer, 2,281, J. W. Walker, 5th May.—Moj 30th April, Coal and General—Butterfield & Swire.
Gough, Mr. G. H.	Tillotson, Mr. J. E.	QUARTA, German steamer, 1,446, H. Johansen, 7th May.—Manila 4th May, Ballast.—Sander, Wieler & Co.
Gough, Mr. G. H.	Tomlin, Mr. R.	RIBERA, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut.-Comdr. J. C. Watson, Hongkong.
Gough, Mr. G. H.	Miller, Mr. and Mrs.	RICOH, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut.-Comdr. J. C. Watson, Hongkong.
Gough, Mr. G. H.	Newell, Mr. Stuart G.	RIOVERA, 1st-class gunboat, 870 tons, 6 guns, 970 i.h.p., Com. W. H. Nicholson, Tientsin.
Gough, Mr. G. H.	O'Gorman, Col. The	ROBERTSON, British steamer, 1,140, H. S. Wilson, 26th April.—Manila 23rd April.
Gough, Mr. G. H.	Oppenheim, Mr.	ROBERTSON, British steamer, 1,140, H. S. Wilson, 26th April.—Manila 23rd April.
Gough, Mr. G. H.	Oppenheim, Mr.	ROBERTSON, British steamer, 1,140, H. S. Wilson, 26th April.—Manila 23rd April.
Gough, Mr. G. H.	Pollock, Mr. H. E.	ROBERTSON, British steamer, 1,140, H. S. Wilson, 26th April.—Manila 23rd April.
Gough, Mr. G. H.	Prynn, Capt. R. A. M. C.	ROBERTSON, British steamer, 1,140, H. S. Wilson, 26th April.—Manila 23rd April.
Gough, Mr. G. H.	Rusine, Mr. Andrew	ROBERTSON, British steamer, 1,140, H. S. Wilson, 26th April.—Manila 23rd April.
Gough, Mr. G. H.	Qusinoff, Mr. M.	ROBERTSON, British steamer, 1,140, H. S. Wilson, 26th April.—Manila 23rd April.
Gough, Mr. G. H.	Rouse, Mr. A. B.	ROBERTSON, British steamer, 1,140, H. S. Wilson, 26th April.—Manila 23rd April.
Gough, Mr. G. H.	Shelton, Mr. Edward	ROBERTSON, British steamer, 1,140, H. S. Wilson, 26th April.—Manila 23rd April.
Gough, Mr. G. H.	Sherman, Mr. A. G.	ROBERTSON, British steamer, 1,140, H. S. Wilson, 26th April.—Manila 23rd April.
Gough, Mr. G. H.	Stevens, Mr. G. L.	ROBERTSON, British steamer, 1,140, H. S. Wilson, 26th April.—Manila 23rd April.
Gough, Mr. G. H.	Wheeler, Mr. H. B.	ROBERTSON, British steamer, 1,140, H. S. Wilson, 26th April.—Manila 23rd April.
Gough, Mr. G. H.	Wheeler, Lt.-Col. J. L.	ROBERTSON, British steamer, 1,140, H. S. Wilson, 26th April.—Manila 23rd April.
Gough, Mr. G. H.	Wheeler, Lt.-Col. J. L.	ROBERTSON, British steamer, 1,140, H. S. Wilson, 26th April.—Manila 23rd April.
Gough, Mr. G. H.		